

COUNCIL TICKET,

FAVORABLE TO THE

PENNSYLVANIA RAILROAD.

FELLOW CITIZENS.

The friends of a continuous Railroad from Harrisburgh to Pittsburgh, or in effect from Philadelphia to Pittsburgh—having ascertained that an *Anti Railroad Council Ticket* has been formed, for the election of which every effort will doubtless be made at the polls; and finding on the Council Tickets submitted by the several political parties, and especially on that of the dominant party, so large a number of the known and active opponents of the road—opponents at least to the proposed conditional subscription on the part of the City, without which it is in vain to expect the road will be made—have deemed it expedient in the present posture of affairs to present to their fellow-citizens a ticket, which, if elected, will induce the friendly co-operation of Councils; thus securing the completion of a work, from which the City at large will derive the most important and lasting benefits. This Ticket contains the name of no one who is not said to be friendly to the subscription, and it is formed entirely, from the tickets already published, by the three political parties. In its formation, its framers have been guided and influenced but by one principle, and one motive; that principle is the public good, and that motive is a desire to secure and promote it by every proper means in our power. The ticket of the dominant party has been adhered to so far as is consistent with the object we have in view, and the departures from it have, in every instance, been exclusively on the ground of ascertained or alleged unfitness of the individual, whose name has been omitted, to the proposed subscription. To obviate even the slightest imputation of invidious distinction, no one has been eliminated on our ticket, so far as we know, against whom this objection can be fairly urged. The ticket if elected as a whole will not change the political complexion of Councils; the dominant party will still retain a decided majority in both branches, while the other parties will each be represented by minorities, composed of gentlemen of conservative characters, not distinguished by an ardent party zeal, but well known and respected as worthy citizens, identified with

the business and interest of our city. To such a ticket none but overheated partisans or opponents of subscription can reasonably object.

To the friends of subscription, therefore, and especially to those who believe it to be more important that the prosperity of Philadelphia should be secured, than that some six or eight individuals, whose policy, is inimical to that prosperity, should have seats in Council, we submit the following ticket. It is—

“THE RAILROAD TICKET,”

and on your support of it the success or failure of that work will depend:—

SELECT COUNCIL.

William Morris,	Thomas Wattson,
Job R. Tyson,	Robert Ewing.

COMMON COUNCIL.

Jacob Amos,	Daniel L. Miller,
George R. Fisher,	Thomas Snowden,
Benjamin Orne,	William G. Mentz,
Edmund Wilcox,	Paul Denckla,
Joshua Tevis,	Charles H. Kerk,
Jesse Godley,	Samuel Badger,
Henry C. Corbit,	William H. Horstmann,
Edmund A. Souder,	John Lapsley,
J. Rodman Paul, M. D.	Edward Siter,
William Divine,	Lawrence Hartshorne.

Fellow Citizens, we desire you to bear in mind, that the construction of the Pennsylvania Railroad cannot be postponed without the most disastrous results, both to our City and State,—that if three millions of dollars be not subscribed to the capital stock and 10 per cent thereon paid in, on or before the 13th day of April next, and unless one million of dollars be paid on the amount subscribed, and thirty miles of road put under contract, before the 30th of July following, the grant of the “right of way,” which is now only conditional, will then become positive; in which event all the advantages which we now have in our power to secure for Philadelphia and Pennsylvania, are to be transferred to the City of Baltimore, and the Baltimore and Ohio Railroad Company, to whom have been granted the privilege of diverting the trade and travel from our own City as well as the revenue from our State improvements. The *Pennsylvania Railroad* will, on the con-

trary, greatly increase the revenue derived from the State improvements, both from canals and railroads, particularly from the Philadelphia and Columbia Railroad with which it will be connected. It will furnish in connection with the Ohio railroads, now in progress of construction, and with which it will be united, *the most central, the shortest, cheapest and best route between the Atlantic sea board and the great West*, and must therefore attract to itself an immense amount of trade and travel.

We are aware that in every large community there are respectable and well meaning individuals, whose peculiar frame of mind, or habit of thought, render them slow to appreciate either the propriety or the expediency of any new undertaking of a public nature, although the advantages and even the necessity of the measure may have become quite obvious to men of more practical views and business habits. Hence the opposition to the introduction of the Schuylkill water into the city—hence, also, at a later day, the opposition to lighting the city with gas. On the occasions named, the opposition was far more extensive and imposing than now exhibited to the proposed subscription. And the result in these cases (and we are confident that it will be the same in this,) caused the most violent of the opponents of the improvements to rejoice at their own defeat.

Fellow Citizens, we ask your cordial and hearty support for the ticket we have submitted. It is, beyond question, the best ticket extant, and, if elected, will secure not only a wise and faithful administration of City affairs, generally, but also the accomplishment of the important measure we specially advocate, which, to a far greater extent than any other likely to occupy the attention of Councils, is calculated to promote the growth, prosperity, and general welfare of Philadelphia.

B. M. HINCHMAN,	} Executive Committee.
JOHN B. MYERS,	
CHARLES S. WOOD,	
GEORGE GRISCOM,	
WM. E. WHITMAN,	
WM. FORD,	
DAVID S. BROWN,	

N. B.—Those who intend voting the “RAILROAD TICKET” will, before going to the Polls, place the Ticket herewith enclosed in the bundle with the other tickets, *in lieu of the Municipal Ticket* found in the bundle.

